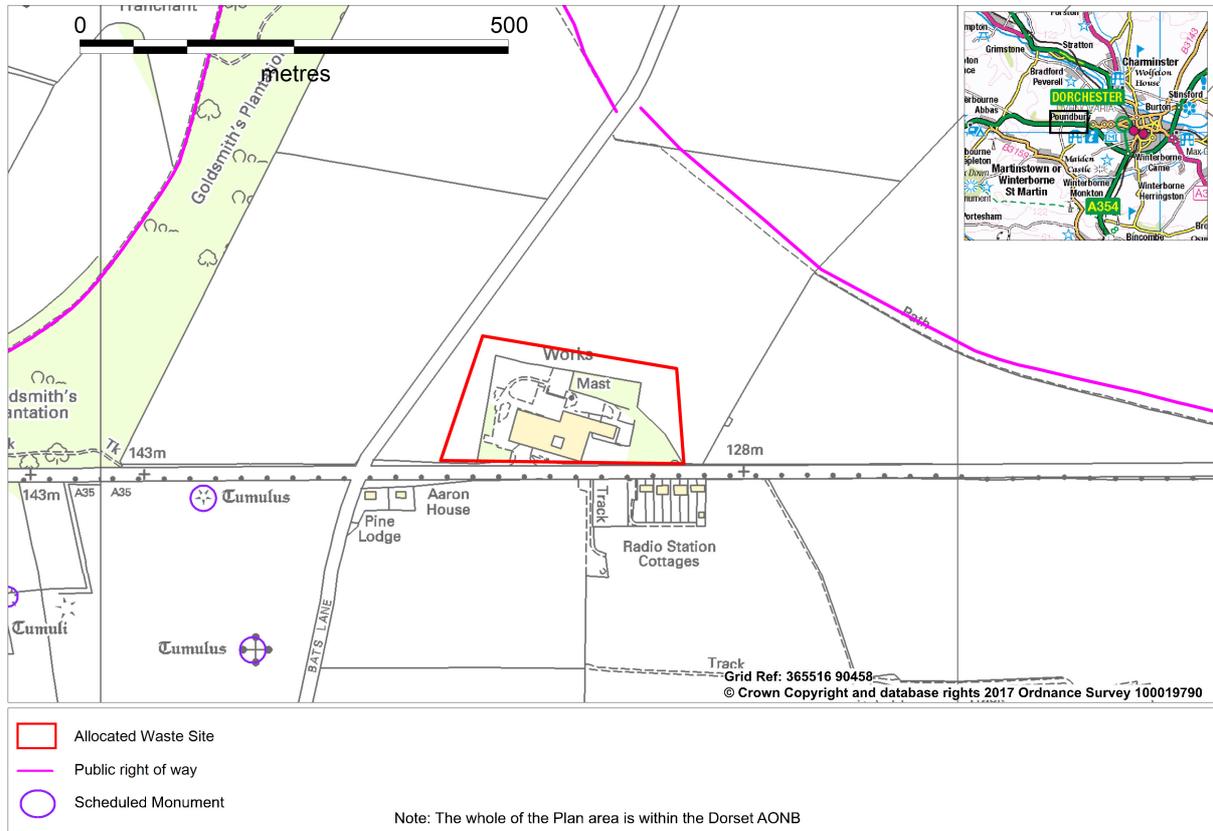


# Bournemouth, Dorset and Poole Waste Plan Site Allocation – December 2017

Reference: Inset 6

Site Name: Old Radio Station, Dorchester



**Note:** This site has been considered and assessed for use as a transfer facility, depot and household recycling centre. The use of the site for a household recycling centre has been discounted. This site assessment accompanies the proposed Allocated Site (Inset 6 of the Pre-Submission Draft Waste Plan), proposed for use as a waste transfer facility and depot. Where comments refer to the different uses, this is noted.

## Site Information

<b>Site Location</b>	Land to the west of Poundbury and north of the A35, Dorchester.
<b>Inc. administrative area</b>	West Dorset District Council
<b>Parish/Town Council</b>	Bradford Peverell Parish Council, but borders Winterborne St. Martin parish to the south
<b>Landowner/Agent</b>	Land owned by private landowner.
<b>Description of Site</b>	<p>Brownfield, former site of Friary Press and old radio station. The site is occupied by Dorset Passenger Transport (DPT), with a depot for buses onsite, and Dorset County Council groundworks team.</p> <p>There are two small businesses also on the site; Advantage Digital Print and Dorchester Typesetting Group Ltd. There is also a residential flat at the eastern end of the site.</p>

	<p>A vacant building lies to the east of the DPT depot.</p> <p>Level site with existing screening planting to the north. An access road exists around the periphery of the site.</p>
<b>Site area</b>	3.35ha
<b>Range of facilities being considered</b>	<p>Waste transfer facility – site of 1ha required.</p> <p>Depot – site of 0.3-0.5ha required.</p> <p>Note that the use of the site for a household recycling centre has been considered and discounted (see separate site assessment).</p>
<b>Description of Potential Development</b>	<p>A waste transfer facility would comprise a building within which to store and bulk up materials. Minimum height 8m, maximum height 11m. The transfer barn would be located at the rear of the site in place of part of the redundant building and the attached bungalow.</p> <p>A depot would comprise hard standing for the storage of waste vehicles and staff cars. Office accommodation, wash down facilities, fuelling facilities and possibly a vehicle workshop could also be accommodated. A depot could be located on the DPT site, with the potential for use of the existing washing and fuelling facilities onsite.</p> <p>It is envisaged that the two private businesses and DCC groundworks department would remain onsite.</p>
<b>Waste proposed to be managed</b>	Local authority collected waste (waste from the householder)
<b>Traffic Generation</b>	<p><b>Transfer facility:</b></p> <p><u>HGVs</u> 2000 one way movements per year</p> <p><u>Cars</u> Maximum of 10 cars per day</p> <p><b>Depot</b></p> <p><u>HGVs</u> 24 one-way HGV movements per day (inc trucks and street sweepers)</p> <p><u>Cars</u> Maximum of 40 cars (staff cars one-way movements)</p> <p>The existing Dorset Passenger Transport facility generates 50-60 vehicle movements per day. This includes buses and cars related to the main bus depot (PC 25/08/16)</p>
<b>Access Considerations</b>	Access as existing, from A35
<b>Relevant Local Planning Policy</b>	West Dorset, Weymouth & Portland Local Plan (2015): Site is outside of the settlement boundary.

### Site Assessment

Colours shown below have been attributed to each category to aid the assessment of the site, based on the level and/or nature of potential impact. For example, red highlights a significant/absolute constraint whilst green highlights where the issue is unlikely to be a constraint to development. Positive impacts may also be identified under this category. Further details on the assessment process can be seen in the Sustainability Appraisal Report.

#### Part 1 – Sustainability Issues

Category	Assessment	Constraint	Opportunity
<b>Site and adjacent land uses</b>	Brownfield, partially occupied by Dorset Passenger Transport and two small businesses. The A35 lies to the south of the site. Agricultural land is situated to the west, north and east of the site.		
<b>Impact on sensitive receptors</b>	11 residential properties within 250m  There is a residential flat located on the site.  Eight properties comprising the Radio Station Cottages are located to the south/south east of the site on the opposite side of the A35, with the closest being approximately 120m from the site entrance. Two further properties are located on the opposite side of the road approximately 120m to the south west of the entrance to the site.  A path, which is a right of way, passes 260m to north east of the site.		
<b>Where is waste managed at this facility likely to originate?</b>	Waste likely to come from Dorchester and surrounding areas  Dorchester – 3.5km Crossways – 11.6km		

<p><b>Traffic/Access</b></p>	<p><u>Local Highways Authority (DCC)</u>  <u>Initial comments 17/09/14 (relating to possible uses as transfer, depot and household recycling centre):</u>  Strong highway objection from DCC for all uses except depot facilities - would lead to traffic generation on the A35/A37 out of the Town. Highway Agency will need to comment on A35.</p> <p><u>Revised comments 10/02/2016 (relating to transfer and depot facilities only):</u>  No objection from DCC Highways - Highways England are the Highway Authority for the A35</p> <p><u>Highways England Initial Comments (September 2014)</u></p> <p>This site is only a few hundred metres to the west of WD01 - our concerns are broadly similar. Whilst the site is currently used as a bus depot so has an access the number of existing turning movements are likely to be small. An HRC in particular would be in excess of 116,500pa one way car movements, presumably mainly coming from Dorchester and therefore having to turn across oncoming traffic to enter the site. All traffic using the site would have to use the Strategic Road Network and the proposal is likely to raise significant capacity and safety concerns. The HA has significant concerns about the potential impact of this site and all other options should be explored first.</p> <p>If a Waste Transfer Facility or a Depot was proposed on the site, subject to the provision of a transport evidence base in line with requirements, given the current use of the site the Agency would not envisage any major issues</p>	<p>Transfer/depot</p>	
<p><b>Public Rights of Way</b></p>	<p>Footpath, S8/7 and bridleway, S8/16 pass 260m to north east of site. Bridleway, S8/1 runs 450m to the west on the other side of Goldsmiths Plantation.</p>		
<p><b>Protection of Water Resources (Hydrology/groundwater/surface water and</b></p>	<p><u>Environment Agency Initial Comments (05/09/14)</u>  <b>Flood Risk</b></p>		

<p><b>flooding)</b></p>	<p>If there is an Ordinary watercourse on site – Land Drainage Consent from the Lead Local Flood Authority (LLFA) may be required. LLFA should be consulted on the proposed waste site.</p> <p><b>Water quality</b></p> <p>No specific designations apart from SPZ3. No significant water courses in surrounding area.</p> <p><b>Groundwater</b></p> <p>SPZ3. This site is in a more sensitive location on the Chalk Major Aquifer of Principal designation. While we have no in principle objection, any development will require a more detailed risk assessment and will be subject to standard conditions for the protection of land and groundwater from contamination and oil storage. Any existing contaminated land will require Site Investigation, Risk Assessment and Remedial Options appraisal in accordance with CLR11.</p> <p><b>Waste/ Environmental permitting</b></p> <p>Impacts upon amenity should be considered bearing in mind the locations of residents and nearby business and control measures put in place to reduce effects from odour, dust etc. The waste hierarchy should be considered for outputs and processes.</p> <p><b>Are further studies recommended?</b></p> <p><b>Flood Risk</b></p> <p>Flood Zone 1. Other flood risks may be present and should be assessed. Detailed Flood Risk Assessment (FRA) required at planning application stage. This should also include surface water management. There may be restrictions on use of soakaways, depending on the nature of the site (e.g. contaminated/ high groundwater levels).</p>		
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	<p><b>Groundwater and Contaminated land</b></p> <p>Detailed risk assessment required at the site allocation stage.</p>		
<p><b>Surface water management</b></p>	<p><u>Lead Local Flood Authority (LLFA) February 2016)</u></p> <p>The site is entirely within Flood Zone 1 (low risk of fluvial flooding), and is not thought to be at theoretical risk of surface water flooding. Given that the site area is given as circa 3 ha and 1 ha would be required for the proposed use, any redevelopment proposals are likely to be considered as major, for which our involvement and consultation as LLFA would be necessary with regard to surface water management. The necessary consideration of surface water management will need to comply with current guidance and the requirements of the NPPF, to ensure both that the site is protected and that no off-site worsening results. We are in agreement with the EA's previous input, but suggest that DCC as LLFA are identified as the lead in terms of surface water management and Land Drainage Consent (LDC) for works impacting upon any OW channels within the site.</p>		
<p><b>Land Instability</b></p>	<p>No issues identified</p>		
<p><b>Landscape &amp; Visual Impact</b></p>	<p>Site lies within Dorset AONB</p> <p><u>Senior Landscape Officer, DCC (13/08/14)</u></p> <p><b>1. Context</b> Within the Dorset AONB and within the chalk valley and downland landscape character type.</p> <p><b>2. Key Characteristics</b></p> <ul style="list-style-type: none"> <li>○ Dominated by large scale existing buildings next to the busy A35.</li> <li>○ Visually prominent structures/buildings seen on the skyline from surrounding viewpoints.</li> <li>○ Prominent white building colour increases its visual impact.</li> <li>○ Significant surrounding trees and vegetation around the site.</li> </ul>		

	<p><b>3. Landscape Value</b>  The site has little landscape value due to the large structures and buildings in an open chalk upland setting which creates a significant visual impact. In particular the site is on a prominent skyline and is visible from long range and close up views, in particular from the south in the direction of Maiden Castle. The existing trees and other vegetation around the site do help to reduce some of the visual impact on the site.</p> <p><b>4. Landscape Susceptibility to Waste Management Facility Development and Opportunities for Mitigation and/or Enhancement</b>  The area has high susceptibility to the development in question due to the large buildings and their prominent location which already creates an adverse landscape and visual impact in this part of the open countryside in the Dorset AONB. There would however be opportunities for mitigation and/or enhancement if this site had to be considered and was brought forward. This would include ideally re-using existing buildings and changing their appearance by using a recessive colour, reinforcing and managing the structural planting around the site and the roadside hedgerows leading up to the site.</p> <p><b>5. Conclusion</b>  Only if a suitable mitigation package could be agreed based on the opportunities mentioned above it may be possible to reduce the adverse landscape and visual impacts identified for this site and progress with the development option on this site.</p> <p><b>See also 'design guidelines' for this site below.</b></p>		
<b>Nature Conservation</b>	<u>DCC County Ecologist (13/08/14)</u>		

	Phase 1 habitat survey and bat survey required to demonstrate what ecological interests may be present. Ecology however unlikely to present a major constraint to the development in question.		
<b>Historic Environment</b>	<u>DCC Senior Archaeologist (31/07/14)</u>  Group of barrows south of Goldsmiths Plantation, 260m to south west of site.  The site is probably heavily disturbed by previous uses so survival of below-ground archaeology is unlikely. If any remains of the former radio station would be affected by development, they would need to be recorded beforehand.		
<b>Airport Safety</b>	NA		
<b>Air Quality Inc. Dust</b>	Site is 3.5km from Dorchester AQMA which is on a major route through the town.		
<b>Agricultural Land Classification</b>	Brownfield land.		

<b>Sustainability Appraisal Summary – Waste transfer facility / Depot</b>	
<p>The site is well located, there are likely to be traffic concerns in terms of both access and capacity however the use of the site as a transfer station/depot would not result in significant numbers of cars accessing the sit. The number of HGV's would be comparable to the existing use (bus depot) therefore any additional impacts would be limited. The site is in the Dorset AONB, however as developed land it is considered that adverse impacts could be mitigated.</p> <p>There could be a negative impact on quality of life for residents located on the other side of the A35 but this should not be significantly greater than current impacts.</p>	<b>Yellow</b>

## Part 2 – Deliverability/Viability

<b>Assessment</b>	<b>Constraint</b>	<b>Opportunity</b>
<p>This site is not allocated employment land and is outside the development boundary. The site is previously developed.</p> <p>The landowner is willing to consider a waste use.</p> <p>Development would rely on the relocation of the existing bus depot. Indications are that should not affect deliverability during the Plan period.</p>		

<b>Deliverability/Viability Conclusion</b>	
No issues with deliverability identified.	<b>Green</b>

<b>Development Considerations</b>
<p>The Development Considerations for each site comprise specific requirements, issues and opportunities that should be addressed through a planning application. They are set out in the Waste Plan and reproduced within this site assessment for completeness. It should be noted that the Development Considerations do not comprise an exhaustive list of matters to be considered.</p> <ol style="list-style-type: none"><li>1. Landscape-led masterplan approach to the design of the site to mitigate any adverse landscape and visual impacts, taking into account the setting of Maiden Castle Scheduled Monument, and to provide enhancement opportunities.</li><li>2. Transport assessment to accompany and inform application</li><li>3. Phase 1 habitat survey and bat survey to accompany and inform application</li></ol>



### **Design Guidelines for Old Radio Station site**

#### ***Prepared by DCC Senior Landscape Officer (September 2016)***

The site is located within the Dorset Area of Outstanding Natural Beauty. The site occupies a relatively elevated location within the Dorchester Downs landscape character area, as defined by the AONB's Landscape Character Assessment. Although the site is already developed, it is in a sensitive location and visible from elevated locations, particularly toward the South Dorset Ridgeway, including Maiden Castle. In developing the site as a waste transfer facility, the overall aim should be to maintain the baseline position, as far as possible; to mitigate any additional effects arising from new development, and to achieve enhancement opportunities. A landscape-led masterplan approach is recommended, with reference to the following design considerations.

1. Maintaining the baseline position:
  - Retain the existing façade of the southern elevation
  - Retain, safeguard and manage existing tree and shrub planting within the site  
Insofar as possible, the new structure should occupy the footprint of the existing building/s. However, this approach should not be strictly applied if it will result in a design that notably increases the apparent scale and mass of the building/s. It's likely that an additional transfer building would be required in addition to the footprint of the existing building. This would be located behind the print works/next to the radio tower. This new building could be lowered so that the height did not exceed existing buildings. There appears to be an established tree belt the east of the site, screening views from Poundbury.
2. Mitigating additional effects
  - Suitable high quality materials should be used to achieve an aesthetically pleasing and low impact outcome. The use of recessive colours, non-reflective finishes, natural cladding

and/or textural variation may reduce the perceptibility of the development within wider views and reduce an industrial appearance of the development within closer views.

- The scale and mass of the building should be minimised. It may be necessary to set the building down at a lower level than the existing levels in order to achieve this. Furthermore, careful consideration should be given to the roof design, avoiding the use of a flat roof, which could appear overtly industrial if viewed on the skyline. Furthermore the mass of the structure/s may be addressed through variations in the design of the elevations – i.e. through apparent, if not actual, compartmentalisation.
- Security fencing, where strictly necessary, should be designed and positioned so as to minimise its visual impact from outwith the site.
- External lighting, where strictly necessary, should be designed and positioned to minimise light pollution. It should be recognised that the elevated location of the site may require further adjustment of lighting in a downward direction than might otherwise be necessary. Furthermore the hours during which external lighting is used should be minimised.
- New soft landscape treatment is likely to be required. This should be used to help integrate the development, particularly from undeveloped countryside locations. The new planting should augment the existing planting and may mimic the appearance of a hanger copse woodland, which is a recognisable landscape feature found elsewhere in the chalk downland context.

### 3. Achieve enhancement

- The colour of the façade of the southern elevation could be changed in order to reduce its contrast with the surrounding environment.
- A review of signage, furniture and associated infrastructure should be undertaken in order to consider opportunities to reduce and centralise such features. This approach could extend to road signage in the surrounding area in line with the Dorset Rural Roads Protocol.
- Careful consideration should be given to the design of the gateway to site, including any boundary treatment and signage.
- Additional soft landscape treatment should utilise appropriate native species, provide enhancement opportunities for wildlife and help to conserve and enhance landscape character.